(Rs. in crore)

Sl.	Name of project	Anticipated cost	Expenditure upto March, 2006	Budget outlay 2006-07	Physical/ actual progress	Target wherever fixed
1.	Rewari-Sadulpur including Sadulpur-Hissar	306.58	15.48	28.99	6%	
2.	Bhildi-Samdri	244.74	32.85	115.0	18%	Work is being executed by Kutch Railway Company Ltd. Work is likely to be completed during 2007-08.
3.	Ajmer-Chitaurgarh Udaipur	456.00	215.68	194.98	65%	Chittaurgarh-Udaipur section has already been completed and opened for traffic on 27.06.2005. Ajmer-Chittaurgarh is targeted for completion during 2006-07.
4.	Sriganganagar-Sarupsar	143.92	4.27	9.28	5%	
5.	Pipar Road-Bilara	33.44	8.44	25.0	25%	Work is likely to be completed during 2007-08.
6.	Ajmer-Phulera-Ringus-Rewari	469.10	0.01	270.0	20%	Project is under execution by RVNL and targetted for completion during 2007-08.

Phulera-Jodhpur gauge conversion has already been completed and commissioned.

The works are progressing as per availability of resources and funds to the various projects in the State are allocated based on a State-wise formula.

Electrification of Railway Sections

†2992. SHRI LALIT KISHORE CHATURVEDI: Will the Minister of RAILWAYS be pleased to state:

(a) the policy of his Ministry for electrification of railway sections;

†Original notice of the question was received in Hindi.

(b) whether it is not proper that maximum number of railway sections ought to be electrified; and

(c) the number of proposal submitted by Rajasthan State for electrification of railway sections alongwith the present status thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI NARANBHAI RATHWA): (a) and (b) Electrification projects are considered primarily on economic considerations excepting projects justified as operational necessity. The criterion/guidelines being followed in this regard are as under:

(i) Each electrification project will be justified on Rate of Return, which should exceed 14% with the Discounted Cash Flow (DCF) method.

(ii) In certain specific cases, electrification will be justified on considerations of operational flexibility.

(iii) While proposing electrification of a route, the rail network in the region in totality should be considered to include, if necessary, short route lengths, which would otherwise remain non-electrified and reduce operational flexibility.

(c) Following three proposals for electrification of railway track have been recommended by Government of Rajasthan during last two years. The status are as under:

S.No.	Section	Status
1.	Bina-Kota	The electrification work has been sanctioned and included in Railway Budget 2006-07 at a cost of Rs. 175 72 crores.
2.	Jaipur-Sawai Madhopur	Not agreed.
3.	Ratlam-Neemuch-Chhitorgarh	Not agreed.